24,000 cubic feet, any is equal in size to a vessel of 500 tuns, we begin to see that, in point of labor, some really astoniding progress has already been made.

When tenders for ficishing the vessel were first called for, in March last, the directors were dissatisfied with all, and therefore concluded an agreement with Mr. Scott Russell on the 4th of April, leaving it to that gentleman to finish his ship upon his own plans, and to fit her in every respect for sea as a first-class vessel. The contract was for £125,000, to be completed on the 4th of September, with a premium of £1,000 a week for earlier completion, and a penalty of £16,000 a week for earlier completion, and a penalty of £16,000 a week for each complete seven days beyond the allotted time. This agreement includes the masts, sails, rigging, boats, cables, engines, boilers, ironwork and woodwork, with suitable accummedation for 500 first-class and 400 second-class passengers. Of course, a contract so extensive is not all performed by Mr. Russell himself, but distributed in various branches among different firms which he has been in the habit of employing for his other ships.

Some of these subdivisons include work enough to be really considered as extensive contracts. Thus the rigging will require 900 blocks, and no less than 79 times of hemp rope, with 30 tuns of mixed wire and hemp for the standing rigging. Her sails will consume varies of canyars she is to have

tans of hemp rope, with 30 tans of mixed wire and hemp for the standing rigging. Her sails will consume nearly 12 000 square varies of canvas; she is to have nearly 12 000 square varies of canvas; she is to have 20 boats fitted with massis and sails complete, exclusive of the two small screw steamers each of which is to be 100 feet long by 16 wide, of 130 tuns measurement, and 40-horse power. She is to carry upward of 1,000 fathoms of chain cables, all of the most massive description. Her anchors are 16 in number, ranging from one to seven tuns (the largest). Had she been fitted with the Admiralty anchor, and had the old rule been followed of requiring a certain weight of anchor according to the vessel's tunnage, her largest anchors must have been 25 tuns each. By using Trotman's anchors, however, the same holding power is obtained with an anchor of seven tuns.

have been 25 tuns each. By using Trotman's auchors, however, the same holding power is obtained with an anchor of seven tuns.

On coming into possession of the vessel the new company thought that in case of war the Great Eastern might prove an iovaluable auxiliary to the Government, if not for carrying guns, yet still more effectively in running down the largest of the enemy's ships, which the immense speed of the vessel would enable her to overtake with perfect ease. For this purpose, therefore, it was decided to strengthen still more her sharp, powerful bows by laying down three complete iron decks forward, extending from the bows backward for 120 feet. These decks are entirely completed. They cover 8,000 square feet, and afford stowage for 1,400 tuns of cargo space. They will not, however, be used for this purpose, but for accommodating the crew of 300 or 400 mec. With this large increase of strength forward, the Great Eastern, steaming full power, could cut in two the largest wooden line-of-battle ship that ever floated. Of the other parts of the iron work which were contracted for, at least three quarters are already finished.

The woodwork is getting on with almost equal rapid ity. All these fittings are made on shore by means of powerful machinery, and come on board ready to be at once fixed in their places. When we say that the deliveties of these prepared materials prior to the 1st of June included 42 000 feet of beadings, 44,000 feet of moldings, 40,000 feet of matched battens—which, if laid on end, would extend nearly 30 miles—our readers will have a fair idea of the work now going on. Every thing connected with the vossel is on a gigantic scale. Thus, it requires more than six tuns of paint to give

will have a fair idea of the work now going on. Every thing connected with the vessel is on a gigantic scale. Thus, it requires more than six thus of paint to give one coat to the interior iron-work, and nearly eight times to give one coat to the outside, from the water-line to the bulwarks. When completely rigged, she will have six masts—one forestaysail mast of wood, three mainmasts (square-rigged) of iron, one mizzenmast of wood, and one juggermast (the last) also of wood. The three wooden masts are already placed, and almost entirely rigged; the iron ones will be so shortly. The last mast is a single tree (Canada pine), about 130 feet high, and proportionately thick.

The foremast is a built mast, as is also the mizzen, but all the topmasts, yards and gaffs are single sticks of immense length and width, straight as arrows, and free from knots or sap. The cabins, as far as they have been yet fitted, are amply spacious when compared with the accommodation offered by other vessels. The borths are very ingeniously made to fold flat against the wall during the day, and so give much increase of room for any who may choose to use their

against the wall during the day, and so give much increase of room for any who may choose to use their cabins as sitting-rooms. Both paddle and screw engines are almost completely finished, and the former have already been turned by sleam by way of trial in the course of a fortnight or so. It is quite impossible by mere description to give any adequate notion of the colossal proportions of both of these sets of engines.

The paddle-engines consist of four oscillating cylinders, of 74 inches diameter and 14 feet stroke; each pair of cylinders, with its crank, condenser, and airpump, forms in itself a complete and separate engine, capable of easy disconnection from the other three, so that the whole is a combination of four engines. A friction clutch connecting the two cranks is the means

that the whole is a combination of four engines. A friction clutch connecting the two cranks is the means by which the engines can be connected or disconnected. All the sets of engines, both screw, paddle and auxiliary, are provised with governors, expansion and throttle valves. The paddle-engines will work up to an indicated power of 3,000 horses or 33,000 lbs., when working 11 strokes per minute with steam in the boiler at 15 lbs., the expansion valve cutting off at one-third of the stroke. All the parts, however, are so constructed that they will work smoothly either at eight strokes per minute, at 25 lbs. without expansion (beyond what is unavoidably effected in the slides), or at 16 strokes a minute with the expansion valve cutting off at one-quarter of the stroke. Under the latter circumstances, the paddle-engines alone would give an indicated power of 5,000 horses.

The boilers are immensely strong, and have been

The boilers are immensely strong, and have been ested to double the pressure they are required to bear. tested to double the pressure they are required to bear. Their weight, including dorkey engine, pumps, funnels, &c., is 210 tuns, and they are capable of containing 156 tuns of water. Each set has about 8,000 square feet of the surface, exclusive of flue or furnace, and about 400 square feet of fire-bar surface. Each is equal to supply freely with moderate firing steam for an indicator of 1,800 horse power were working with 15 fb.; but with full firing can supply freely for an incicator of 2,500 horse power. The fireplaces and ashputs are fitted so as to be well adapted for the use of anthractic coal.

othracite coal.

The screw engines are constructed on the same im-The screw engines are constructed on the same improved principles. They have four cylinders of 84 inches diameter and 4 feet streke. The cylinders are capable of being worked together or separately. When working 45 strokes a minure, with steam on at 15 lbs., and cutting off at one-third of the stroke, these engines give as indicated power of 4,400 horses, but at 55 strokes a minute steam on at 25 lbs., and cutting off at one-quarter of the stroke, the power will reach 6,500 horses. Thus the united efforts of both screw and paddle engines will drive the immense vessel through the water with a power of no less than 12,000 horses. What fleet could stand in the way-of such a mass, weighing some 30,000 tuns, and driven through the water by 12,000 horse-power at the rate of 22 or 23 miles an hour.

miles an hour.

The screw engine boilers are in three distinct sets.

Their weight is 362 tuns, and their capacity for water Their weight is 362 time, and their capacity for water 270 time. The probable consumption of coal when both engines are at full work will average 250 time per day. The cellular compartments at the bottom of the ship will be used for pumping water into instead of ballast, and as the webs subdividing these are made ballast, and as the webs subdivining these are made perfectly water-tight, any one or any number can be filled at pleasure. The trial trip will probably take place about the end of next September. No destination for this run has yet been fixed, but we would advice the directors, if they wish to maintain the great reputation the ship has already achieved with the public, not to jet the matter be overlooked. A mere expenses the probability of the different rates of ne, not to let the marter be overloaded. A factor perimental cruise and a trial of her different rates of speed will not give the public such implicit confidence in the unrivaled capacity of the ship as if she ran between two given points—say, from Portland to Gibraltar and back. On such a trip there could be no mistake whatever as to her rate of speed, which we firmly

take whatever as to her rate of speed, which we firmly believe will surpass even the most sanguine expectations that have yet been formed.

The objections which have been urged against this toble vessel are precisely of the same sort as those which have been advanced against improvements of every kind—against railways, steam machinery, iron ships, and large ships. What would not have been said twenty years ago against building such vessels as the Himalaya or the Persis—what, in fact, was not predicted against then when they were built? The Great Eastern is to be the Himalaya of her class, and the results which will be attained by her speed we believe will revolutionize our whole mercantile matine. Both as a commercial speculation and as an engineering triumph her success is now undoubted, and under the energetic management of the new company her voyages are likely to be as lucrative as they will be the energetic management of the new company her voyages are likely to be as lucrative as they will be rapid. The day is not far distant when the Great Eastern will only be one of a class of steamers, and Mr. Brunel, to whom alone the great ship is due, will see in such fruits the highest reward which even his great skill and enterprise can achieve.

[London Times, June 17.

The U. S. sloop of war Constellation, the flag-ship The U. S. sloop-of-war Constellation, the flag-ship of the African Squadros, now anchored off Union wharf, is ready, and awaiting orders from the Department to proceed to sea. The Constellation is a double-banked sloop, and carries 22 guns. On the spar deck she mounts two ten-inch pivot guns, capable of throwing a solid shot of 130 lbs. weight a distance of four miles. On the main deck she mounts 16 eight-inch shell guns and four long thirty twee for shot. Alarm bells are placed in the tops, so that in bad weather, and when it is difficult for the voice to be heard from the deck, the officer of the watch can readily give orders to the captains of the tops. Her complement of ders to the captains of the tops. Her complement of officers and erect, all told, is 325 men. The Constella-tion has been lately rebuilt at the Charlestown Navy Yard; the accommodations for the officers and men,

although she is rated as a sloop, are superior to those of either of the new steam-sloops, Hartford or Brooklyn. She is light and rocmy, and with the improvements that have been made in rebuilding, she will no doubt sustain her old reputation for fast sailing. The following is a lot of her officers:

First Officer, Wm. Inman, Captain, John S. Nicholas, First Lieutenant and Executive Officer, Charies S. McDonough, Lieutenants, A. C. Rhind, E. M. McArann, James P. Foster and Trevert Abbott; Acting Master, Thomas H. Eastman; Purser, John N. Hambitton, Fleet Surgeon, Thomas L. Smith, Passed Assistant Surgeon, John M. Brown; Captain Marines, isaac T. Doughty; Lieutenant Marines, Henry B. Tyler, je; Commodore's Secretary Arthorp Vanden Heuvel; Midshipmen, Wilbur B. Hall, George Berchett, Theodore F. Kane, Walter R. Batt; Captain's Clerk, S. Byard Wilson; Power's Clerk, James M. Worth; Boatswain, Alfred Hingery; Gunner, James Hutchinson; Carpenter, Henry M. Lowray; Sailmaker, George D. Blackford.

[Boston Advertiser.

FROM KEY WEST. Correspondence of The Charleston Mercury.

Correspondence of The Charleston Mercury.

The bark Eglantine, Capt. Gleason, from Trinidad, with a cargo of melasses, bound to Portland, Me., arrived at this port on the 13th, having lost her foretopmast in a gale of wind off Cape St. Antonio. She repaired without coming to the wharf or discharging. Her bills amounted to \$175. She sailed on the 24th.

Several vessels have left this port during the fortinght freighted with cattle for the Cuba market. The cattle are forwarded from Tampa by merchants and speculators in that enterprising town, and sent by steamers and sailing vessels to Havans. The duty upon estile has been removed, and thus a large business has saide playspring up. The advantage accraing to our main land neighbors will be very great. The Spenish Government are large contractors for beeves, and the a my and lavy now get their supplies from Tampa. The steamer Galveston took over, on the 23d, a cargo of oaer two hunded full-grown cattle.

A whole man arrived at this port during the past week, all the way from Mattapoisett. She nasbeen at sea 14 months, cruising all the time in the Gulf and in the Caribbean Sea, and with indifferent success. She has taken but eightly barrels sperm oil. This she leaves here to be sent on to New-Bedford. Not satisfied with her want of success, Capt. Smith enters the field again and cruises in the Bay.

College Regatta, for which the picked crews of Harvard and Yale are preparing, will take place in this city on July 25 or 27. Harvard will send two six-oared boats, one of which is the new "Harvard," of which wenderful stories are told. This is the boat that was victorious in the Beacon Regatts, last week, making the three miles in 19:11.

[Worcester Spy.

REPAIRING. The steamship Florida of the Savannah line is now on the great balance cock for repairs. She will

be recaulked and have stem refastened. The ship Robert L. Lane, 1,069 tuns register, is also on the large balance dock. She will be stripped,

recaniked and newly coppered. The steamship Isabel of the Charleston and Havana line was this afternoon taken on the large sectional

dock for examination.

#### HAYING.

In this single, comprehensive word we have the most important matter connected with American agriculture. The hay crop is of more value than the cetton, or the corn crop, or the wheat erop, or any other single article of farm produce, and upon many far as of more value than all others cembined. Of what immense importance then is baying. Of what vast consequence to individuals, and to the whole country that the best of all appliances that modern ingenuity has provided should be brought into use to save the hay crop -the crop, upon which the lives of three-fourths of all the horses, cattle and sheep in the United States depend from November to April. One-half of the year, in this, the temperate zone of the States that produce the working animals, the beef, butter, cheese, hides, the mutton and wcol-these animals, so necessary to our existence as a civilized people, must be mainly supported upon hay. We could find a substitute for every other crop grown. For hay there is pone.

Farmer! have you thought how much depends upon the next four weeks? Are you ready with the tools necessary to secure this immensely important crop in the short season that nature only gives you? For you must "make hay while the sun shines;" and that never again will shine enough during the haying season, in this country, to enable you to make it with poor old hand-scythes, fastened to crooked sticks cut in the woods, and forked sticks for pitchforks, with rakes to match-such as were in almost universal use in New-England fifty

years ago. You cannot secure your crop with such tools. Fortunately, you have no need to use such. None but a sloven will. None but a bad manager will use hand tools, excellent as they now are, except to a very limited extent, because Yankee ingenuity has been at work, and machines have been invented, tried, improved tried again, and now are extensively manufactured in an almost perfect state, by which horsewer is substituted for man-power to mow the grass, to spread it, to rake it in winrows, and, in some cases, to pull it together in cocks, or to the stack; to lift it from the ground to the stack, or upon the hay-cart, and then to lift it again from the cart to the mow-all by horse-power. Have you got these machines, or any one of them? As most important of all, have you got a mowing machine? Of these, the family is numerous—all children of the original American reaping or mowing-machine, invented and put into successful operation by Obed Hussey of Baltimore, within the last twenty years, and all, with slight variations,

working upon the same principle.

Upon Hussey McCormick improved, and carried off the palm of success, until " McCormick's Reaper" has become of world-wide renown.

Though both of these original machines would cut grass, they were not successful enough as mowers to come into general use. The honor of a successful mowing machine was reserved for Ketchum of Buffalo. His first machines gave great satisfaction though requiring a strong team, and too heavy and costly for small farmers. "Wood's Improvement" of the Ketchum machine has been generally considered an

important one.
Within the last ten years, the "improvements," and machines with new names, and new con-trivances to facilitate the work, have become so numerous that we cannot catalogue them; and now a very large number are made and used, and what speaks more in their favor than all we could say, is the fact that the demand for them keeps pace with

the increased manufacture.

Of mowers, up to the present time, or rather up to the having season of 1858, the great want was a onehorse machine that would do the work as perfectly as the best two-horse machines, with speed proportioned to the power. In short, a machine for small farmers, such as compose nearly nine-tenths of the population

of all the North-Eastern States.

A machine, combining all the valuable improvements that had been applied to the large sizes, one that should be easy to understand and keep in order, and easy to work with one horse, and better adapted than the large machines to the small fields, uneven surfaces and hillsides of New-England, we repeatedly urged inventors to contrive; and it is some satisfaction to know that what THE TRIBUNE has said upon the subject has had some influence. We are assured it had in one case. We do not know how many one-horse machines are now offered to the public for the having of 1859, nor how good they all are; but we do know that one has been invented that is as near right as we can imagine, which has been thoroughly tested, and is now being manufactured at South Groton, Mass., with all the facilities at the command of Messrs. Nourse, Mason & Co., the great agricultural implement manufacturers of Boston. And we are well pleased to hear that the strong waterpower applied to the production of their one-horse power mowing machines is inadequate to supply the iemand, so highly are they appreciated by all small farmers. In fact, it appears to be, if not the very thing, certainly one of them, so long wished for by so many. It is a machine that no man who has five acres of grass to cut can afford to be without.

it had all the elements of strength and durability, and yet it is not heavy. One of the advantages of such a machine we will state: A gentleman bought a small place, which was mostly in what the owner called grass; it was, however, more than balf weeds, upon a rough surface, and last year afforded a meager crep of poor hay, cut at one time with a scythe. This Spring he procured one of these little machines, and as roon as the weeds were large enough he harpersed his carriags-horse to it, and mounted the seat and shaved the lot. When again large enough, he repeated the operation, and will repeat again feeding the crop to the borse and cow. The consequence is that the weeds will be killed, and the grass is already much improved.

The swath cut by one of these machines is about 31 feet wide, and the work done is at the rate of six or eight acres a day of heavy grass; and it will stop and

start anywhere without clogging.

It has another advantage: it costs something like

fifty dollars less than a two-horse machine. It works so easily that we have seen one man pull it through grass stout enough to make a fair swath; and or e horse can work it without fatigue, and in very small inclosures: in fact, in almost any situation where mowing can be doze with the hand-scythe to any ad wantage.

The advantage of such a machine in such a region as Westchester County, is very apparent; and a ter now before us from Mr. Henry C. Vail, speaks of its qualities in high terms, and says the farmers of that country are well pleased whenever they see the

No farmer can afford to do without a mowing machine, and some can afford to have two. Every one who has one of beavy draft, or with any serious imperfection, can afford to buy a new one. The great hay crop hereafter must be cut by horse-power.

There is another great advantage besides substitut-

ing brute for man-power. With the scythe, the man must cut the grass while the dew is on, and that requires extra labor to cure it and extra labor in saving it. With the machine, the grass is more easily cut dry, and time is afforded to do it; and the man, while riding and guiding his mower, has no fear of the burn-

ing sun. It is the horse that sweats, not the man. He rides at as much case as he would in his wagon on the road to mill. Of horse-rakes, there are several patterns, all good, and some of them operate with as much case to the man as the mower; for he sits in a chair, mounted upon a pair of wheels, to which the rake is attached. To rake hay by hand, when it can be so much more

speedily done by horse-power, shows a great want of sense. Unloading hay at the barn by horse power is such a simple operation that it seems wonderful how a sensible farmer can continue the excessively hard labor of lifting it, a forkfull at a time, in the stifling heat of the barn-

of a July afternoon. To unlead by horse power, a block and tackle is attached to the ridge, the fall being brought down to a snatch block at the door, to which the horse is hitched, and as he walks off on the ground, up goes the " horse fork." With almost a fourth of the wagon load at once; it is pulled to its place by a guy rope, and let loose by unloosing a catch, when it is upset all in a heap.

Stacking is done by the same operation; a set of shears-three poles in a triangle-set up over the wagon, to sustain the tackle.

There is one other labor-saving implement in haymaking, of such great advantage that we never heard of any one who had once learned its value, who was willing to forego its use. It is the means of saving thousands of tuns of hay after it is well cured, every year, in Massachusetts, where it appears to be best known, and most used. We allude to hay caps. Simply cotton cloth caps, pinned with little sticks over the hay cocks that are in danger from an approaching storm. Larger caps, too, should always be kept on hand, to secure loads and stacks in case of a sudden

We have now indicated some of the most important labor-saving implements of the hayfield, to which should always, on a large farm, be added a tool wagon, made convenient to carry all the hand tools, lways including a grindstone, and the spare clothing of the men, and a large refrigerator of ice water as a substitute for that accursed old black jug that has beer the ruin of so many men in haying.

With this we close our homily upon haying, and repeat the question to every farmer, Are you ready? Have you got any, or all of these appliances? If not, there is no time to lose, the haying season is upon you. To-morrow—yes, today-it has already commenced.

## POLICE COMMISSIONERS.

The Board of Police Commissioners met yesterday afterneon at Police Headquarters, President Still Max in the chair, and all the members present.

Two remonstrances in German and English, against the enforcement of the Sunday laws, numerously signed, were presented to the Board by the Rev. J. I. Hatch, a Congregationalist preacher, accompanied by several Germans. The document commences:

"The undersigned voters in the Metropolitan Police District respectfully remonstrate against the revival

"The undersigned voters in the Metropolitan Police
District respectfully remonstrate against the revival
and enforcement by you of those Sunday laws which
have so long been a dead letter," and goes on to say;
"We believe these laws to be unconstitutional, and
unsustained by public epinion; as also that the memorial recently addressed to you, requesting and demanding the enforcement of these laws—and especially those respecting the sale of liquors on Sunday—originated from sectarian zeal for a religious
dogma, and not from a pure regard for the virtue
of temperance or the suppression of vice and crime. of temperance or the suppression of vice and crime.
We desire and claim equal protection on all the days
of the week, from actual vice and crime, so far as lies of the week, from actual vice and crime, so far as lies in your attempting anything more on Surday, or allowing more on Surday, or allowing anything less on the other days of the week. If vile poisons are sold under the name and guise of healthful beverages, it is your duty to prevent it, and if disorderly louses are opened, it is your undoubted duty to close them, on each and every day of the week. In discharging this duty, you will receive our support and countenance, as that of all good critizens. We protest strongly against any attempt on your part to interfere further than this, with the tastes, recreations, and employments of your fellowing critizens on Sunday, or any other day."

"tastes, recreations, and employments of your fellowcitizens do Sunday, or any other day."
The remenstrances were signed by about twelve
hundred persons, claiming to be Americaus, Germans
are Jews. Among the signers are the Rev. Dr. Maxon, editor of The Christian Advocate and pastor of the
Eleventh-street Seventh Day Baptist Church, the Rev.
G. B. Utter, agent of the Seventh Day Baptist Tract
Society; the Rev. Charles Shaum of the German Lutherson Church, East New-York; Mr. Kopp, editor of
the German Demokrat, and the Rev. J. L. Harch,
formerly of the Laurens-street Congregational Church,
Brooklyn.

Brooklyn.

Mr. Hatch read a somewhat lengthy address to the

Mr. HATCH read a somewhat lengthy address to the Board, which contained the argument of the remonstrants, against the enforcement of the Sunday laws.

The Rev. Mr. Maxon, in presenting the remonstrance signed by those claiming to be Americans, stated that he represented the Seventh Day Baptists, and in making the request they did, he hoped the Beard would not toward them as they would like to be acted by.

Mr. Korr presented the remonstrance signed by the Germans, and remarked that he hoped the law would not be enforced, and he claimed that if it was it would lead to civil revolution, and perhaps bloodshed. The men who signed the document were naturalized citizens, and were sworn to enforce the laws, and were ready at any time to take arms in defense of their acopted home.

opted home. On motion, the documents were referred to the Committee on Laws and Ordinances, composed of Messrs.
Stranaban and Ullshoefer.
Sergeant Van Orden of the Sixteenth Precinct, resigned, and Officers Pason Mills of the Nineteenth, and
James B. Lawrence of the Twenty-first Precinct, were

dismissed the ferce.
On motion, Superintendent Pilsbury was invited to meet with the Commissioners.
The Board then adjourned.

Five persons were drowned at Louisville, (Ky.) on Saturday evering. Thomas Feesler, a lad of 16, was drowned while swimming, and a disaster occurred at the Falls in which four persons lost their lives. The

Curnal says:
"Two sons of Mr. William Hoch, painter, aged re-It is constructed entirely of iron, with a movable cutter bar, adapted to uneven surfaces, or it can be raised from the ground and held stationary while driving from field to field; it certainly looks as though ARMY AND NAVY INTELLIGENCE.

News has been received from Lient Robinson, Company K, United States Dragoons, announcing the eccampment of his command at South Table Creek, after having acted as escort to some Government trains which had left Fort Kearney on their way to some other fort not named. The soldiers at the camp were in good health, and would remain at Table Creek until orders for their departure arrived. The

mmand at Fort Kearney was also well. Detachments of United States Artillery had, at last accounts from Arkansas, marched from Helera for Fort Clark, Texas. They had only temporarily sojourned at Helena, in order to recruit after a long march. The distance from Fort McHenry, which these soldiers left, to Fort Clark, is nearly 2,000 miles, Helena is not quite 200 miles from the latter. The men were all well; and are commanded by Captain or Major French.

The executive officer of the Brookiya Navy Yard, Lieut. William E. Le Roy, has been detached, and is ordered to command the steamer Sumpter. All who know Mr. Le Roy at Brooklyn will regret his depar-

ture, while they are pleased with his promotion.
At the Navy Yard at Portsmouth, N. H., the sloop of-war Dale, late of the African Squadron, is to be floated into the dry-tock as soon as the steam sloop Mobican is ready for the riggers. The Dale was to have been surveyed this week. A detachment of United States Marines, destined for the frigate Congress, the new flag-ship of the Brazil Squadron, left the Norfolk barracks on Tuesday last for Philadel-

The mail-bag for the African Squadron will close at the Brooklyn Lyceum on Saturday or Monday. Persons wishing to avail themselves of its departure should remember this

## CITY ITEMS.

THE ATLANTIC CABLE. - PRESENTATION OF MEDALS TO THOSE ENGAGED IN THE WORK BY THE CHAMBER OF COMMERCE.-The medals ordered by the Chamber of Commerce for presentation to those engaged in laying the first Atlantic cable are finished, and will be presented at once to those to whom they were awarded. The medals are of the very finest gold, and are divided into two sizes, the sine larger ones being awarded to those who originally projected and fostered the work, or were most prominent in the actual labor. The large medal weighs five ounces, and is three inches in diameter, and, inclusive of a very slight rim, about one-ninth of an inch thick. Its obverse face bears in ordinary bas-relief a representation of Columbia, in the guise of an Indian queen, and Britannia, classically arranged, in helmet and robe, supporting a globe, around which the cable is seen to pass, an end being grasped by each national Genius. Over the globe hovers the winged figure of Peace, with olive branches in her extended hands. The eagle and the lion are seen by the side of their mistresses. Below the globe is sculptured the seal of the Chamber of Commerce, between the arms of the two countries.

The reverse face represents the junction of the cable in mid-ocean, the Niagara and Agamemnon steaming in the fore-ground, while the consort of each is to be seen in the distance. Below and above this very effective sculpture the inscription is placed, in raised letters, upon the burnished surface. The smaller medals-of which there will be about fifty awarded, are about two and a half inches in diameter, and weigh three ounces. The sculpture on the reverse face is identical with that of the first class award, and on the obverse face only varying in the insertion of a dove for the figure of Peace, and the support of the globe by Science and Navigation, instead of Columbia and Britannia. The latter change refers to the design of this more numerous award, which contemplates the commemoration of the professional skill and physical hardshood that wrested speech from the jaws of the ocean, rather than of the daring thought and lavish expenditure which projected the union of America and England. The following are the names of the recipients of the medals:

First-class Medals — Ceptain William L. Hudson, U. S. N.

4 tain George W. Preedy, R. N.; Captain W. C. Aldham, R. S.

mnander Joseph Dayman, R. N.; Cyrna W. Field; Win. E.

vert, U. S. N.; Lieutenant Orrody H. Berrymann, U. S. N.

(Bliam Henry Woodhouse, C. E.; Captain Henry C. Otter William Heary Woodhouse, C. E., Captain Heary C. Otter,
R. N.
SECOND-CLASS MEDALS, U.S.S. NIAGARA.—Lieutenant James
H. Northe's Lieutenant Joshus D. Toda', Lieutenant John Guest;
Lieutenant Wm. A. Webb; Lieutenant Edward Y. McCanley;
Lieutenant Marines Wm. Stokes Boyd; Parser Joseph C. Eldridge;
Chief Engineer Joshus Follombee; Chief Engineer John Faron;
First Assistant Engineer William S. Stamm; Second Assistant
Engineer George B. Johnson; Second Assistant Engineer Mortimer Kellog; Third Assistant Engineer Administration of the Company o

H S. M. S. AGAMEMNON - Lieut, Hon. F. O'B. Fitzmaurice H. 6. M. S. AGAMEMNON.—Lieut, Hon. F. O'B. Firzmaurice; Lieut. Robert Gibson; Lieut. Eilbank H. Murray; Lieut. Frederick C. B. Rebbison; Master Henry A. Morinarty; First Lieut. Royal Marines U. L. Morris; Surgeon William D. Kerr; Paymaster James B. Moorman; Chief-Engineer James B. Stown; Chief-Engineer James B. Stown; Chief-Engineer John Brown; First Assistant-Engineer Charles Moore; First Assistant-Engineer John Brown; First Assistant-Engineer William B. Harvey; Second Assistant-Engineer John Hefferman; Second Assistant-Engineer Edwin Pearce.
H. B. M. S. Valcottes, Lieut. Richard Moore; Lieut. Gibert T. Key; Lieut. Hon. J. T. Firzmaurice; Lieut. Howard Kerr; Master Samuel Braddon; Assistant-Engineer Richard Williamson; Assistant-Engineer William Farquharson.

STEAM PLOW PRIZE .- The Board of Agriculture of the American Institute met yesterday at the Institute rooms (Cooper buildings), to arrange for the Agricultural Show and Fair that is to be held Sept. 14-16, at the Third-Avenue Railroad S ation at Hamilton Square. A. P. Cumming, John A. Bunting, John Jay, Dr. Knight, Wm. Lawton, J. P. Vreeder, Solon Robinson, the President and Secretaries of the Institute, and some others, were present, and generally took an active part in the proceedings. One of the resolutions of the Board was to offer discretionary premiums to the amount of a thousand dollars for a steam-plow, and other steam-power farm machinery. We hope this will bring out a valuable show of suc machines, and we should be glad if some of the suc cessful steam-plow men in England, not so much for the prize, as for notoriety, would come over and compete with Yankee ingenuity. It would make the show very attractive.

AGRICULTURAL SHOWS AND AGRICULTURAL FAIRS. At a meeting yesterday of the Board of Agriculture of the American Institute, it was resolved to open a portion of the show grounds for the purposes of a Farmers' Fair, where every description of stock, farm produces, and farm implements, deemed worthy of exhibition, though not entered for premiums, may he offered for sale or exchange, during the three days the exhibition is open; and on the last day all the articles exhibited for prizes may be also sold and delivered, thus affording farmers and manufacturers in this vicinity a rare opportunity to dispose of stock, choice grain, and roots for seed, and newly-improved implements, &c. And it will also give strangers an excellent opportunity to find things that they want without spending a week in pursuit, as they often do, and then fail. It is a new and good feature in agricultural shows, and we hope parties will largely avail themselves of its advantages. It will give life and interest to the show, and make it more attractive to the mere lookers-on. As the entrance fee for exhibition and sale, without competing for prizes, will be fixed very low, every one will have an opportunity to dispose of what he may have to sell at a very moderate expense. For articles requiring shelter, there are the most ample accommodations in the great balls of the Third Avenue Railroad Company, which have been granted to the Institut for any purpose connected with the Show or Fair. We hope Connecticut alone will send in for sale a hundred yoke of the handsomest working oxen to be ound in any part of the world.

There is no reason why we should not have a hunfred milch cows, of all the choicest breeds in the

A man here last Spring wished to bay an Alderney cow, and wrote several letters of inquiry, without finding a single one for sale. It was not because them are note for rale in the country, but because buyer and seller could not get together; for, just a day too

late, we beard of a man who had several for eale. This Fair will beip such parties. It will helpa great many buyers and sellers of a great many things. It is just what the country needs, that every "Cattle Show and Fair" should be in fact a Fair, in the sense in which Neah Webster anderstood that word.

Two orations will be given on the Fourth by a gen tleman of some notoriety in this line. The first will be delivered at Ryc, Westchester County, and will be free to the press and the public. The other will take place at the Lunstic Asylum, on Blackwell's Island.

The Sound steamer Connecticut of the Boston line has been chartered for a Fourth-of-July excursion around Staten Island. The excursionists will have an opportunity of witnessing two regattas-one at Perth Amboy and the other at the Battery. She leaves from the pier foot of Courtlandt street, North River.

Mr. H. F. Walling has sent us a topographical map of Northern Italy, which, with the exception of that drawn by Lieut, Ives, is the best that has yet been published in this country. Mr. Walling's map was drawn by Mr. J. Schoeller of this city, and contains plans of Venice, Milan, Verona, Pudua and Brescia. There is still room for a topographical map of the immediate seat of war on a larger scale than has yet

NEW-YORK CITY COAT OF ARMS AT LYONS .- The Mayor yesterday sent off a design of the New-York City coat of arms, drawn in water colors by Mr. Gildmeister of No. 88 Wall street, intended as a pattern for a piece of sculpture to ornament one of the panels of the new Merchants' Exchange of Lyons, France. The design is elaborately got up, at an expense of \$50, and well made, under the auspices of Joel W. Whitlesey, Urited States Consul at that city.

THE ARGO'S PASSENGERS .- The American Express Company have promptly made an arrangement with the agents of the steamer Glasgow, which leaves this port to-morrow at 12 m., to call at St. John's, N. F. and take the passengers of the Argo, who will be forwarded to their destination.

The Northern New-Jersey Railroad Company aucounce excursion tickets between Jersey City and the various stations along the line of their road, at half the usual fare, on the Fourth of July.

SUPPOSED SUICIDE.-Coroner Jackman held an in quest upon the body of an unknown man about 45 vears of age, who was drowned on Friday morning at the foot of Clarkson street, North River. Deceased was seen in the water and several planks were thrown to him, but he would not avail himself of them. A man named Michael Fitzgerald then jumped in and brought him out, but he was dead when landed. He had left his bat and coat on the pier. The Jury were led to suppose that he committed suicide, and rendered a verdict to that effect. Since the holding of the inquest the police report that the body has been identified as that of a man named James P. Whitehead.

ATTEMPTED INFANTICIDE.-About 3 o'clock on Thursday a German woman called at the residence of Mr. Morgan, in Fifty+ixth street, between First and Second avenues, and asked to be shown some of the apartments which were to let. She was shown the rooms, and presently found a pretext for going into the yard, after which she went away. The occupants of the house noticed that she had a bundle with her when she came, and that she carried it away with her, and did not, therefore, suspect her of anything wrong. Soon after she had left, however, the wai of an infant was heard, and a search disclosed the fact that the stranger had thrown a female child, four days old, into the cesspool. The little creature was rescued and humanely cared for, after which it was sent to the

BODY OF AN INFANT FOUND.—Coroner Jackman held an inquest, on Friday, upon the body of an infant about a week old, found inclosed in a handsome coffic, and lying upon the steps of house No. 39 Elm street. The body bore an marks of violence, and its parentage could not be ascertained. Verdict, "Death from unknown causes."

"Death from unknown causes."

Escaped Convict.—Billy Mechan, alias Gallagher,
who escaped recently from a year's confinement on Biackwell's
Island, by swimming across the river, was caught on Thursday by
Officer Muldoon, and sent back to his old quarrent.

#### [Advertisement.] SUMMER.

We beg especial attention to the peculiar style and character of the stock we are now offering of SUMMER CLOTHING. Together with an unusually large stock of all descriptions of stylish and cheep lines fabrics, we have this season manufactured into suits many beautiful styles of light woolen fabrics, in SLEIZ-TON MAKE, so that they are as light in weight as lines, and much more agreeable. They have taken the public tasts to that extent, not only here, but in the other principal effice, that we have had to increase largely our production of them. They are light, elegant, and durable, and can be secured as easily as linen. They are also a protection against the changes of the weather.

The prices—which we have pridown to the lowest mark—vary but little from Duck and Drilling Goods, although they have looble the instinate value.

As the season will now be short, we will put down the prices of the whole of our large Summer stock at once.

mmer stock at once.
D. Devlin & Co.,
Nos. 258, 259 and 260 Broadway.

[Advertisement.]
THIS AFTERNOON AND EVENING.—On both oc Casions to-day, that superb and delightful Fairy Drams of Titt Maure Wells, at Bankum's Museum. Go and see it.

BRADY'S GALLERIES. PROTOGRAPHS,

AMEROTYPES AND DAGUERREOTYPES.

Nos. 359 and 643 Broadway, New-York, and No. 352 Pent
sylvania-av., Washington, D. C.

Pictures of all descriptions copied in every style of the art.

TO THE TRAVELING COMMUNITY. WOLFF's celebrated Schirdban Aromatic Schaaps should be in the hands of every traveler. No family should leave the city or be without a supply during the warm weather. It have rably correct the ill effects of change of weather, and as a bev-erals it is the purest fluoromade in the world. Put up in pint and quart bottles. Sold by all Druggists, Gro-cers and Fruit Stores.

[Advertisement.]

EVERYBODY SHOULD OBTAIN A PHRENOLOGIcal EXAMINATION AT FOWLER & WELLS, No. 508 Broadway,
with a chart or fall written description of character, setting forth
the talents, defects and proper occupation. To accommodate
strangers and persons rarely at leisure, the rooms will be open on
the Fourth of July.

WHO INVENTED THE SEWING MACHINE

WHO INVENTED THE SEWING MACHINE!

Keep this in view when you purchase, that a good SEWING MACHINE I am article much to be desired:

An inferior one is a pest, and is to be avoided.

The utility and practicability of the Howe SEWING MACHINE.

Was established in 1845. It as the oldest Sewing Machine Patent extant. Since the date of the Howe PATENT, some 300 Patents on Sewing Machines have been granted, not one of which has surpassed the Howe invention. In fact, no Machine has yet been made which will sew a more perfect attich or seam than the first Howe Machines, made in 1845.

For family use, New Machines have recently been constructed. They should be examined by all persons about to purchase. The FAMILY MACHINES.

Are well adapted for Tail I'M one or Gatter Fitting, having sofficient power, and are maranted to be durable. They are unquestionably the best Machines for Vest Makers in the market.

Prices, \$50, \$50, \$50, \$50, \$50, \$60, \$60, \$70, \$80 and \$100.

The Howe Cylinder Machines.

For all Lestiner Stitching, such as Boot and Shoe work. Carriage Trimmers, Harness Stitching, etc., have siways held a reputation for above any other Machines—a fact universally admitted. No other Machines use so small a Needle as the Howe Cylinder Machines.

Prices, \$155 and \$150.

MACHINES.

Prices, \$135 and \$150.

The genuine Howe Sewing Machines are adapted to all kinds of Sewing done by Sewing Machines. They are constructed under the direct impection of Mr. Howe timedt, of the best materials, and in the most therough and substantial manner, by skillful and experienced workmen, and in all instances are warranted. re warranted. The public are desired to examine, and purchase where best

The public are desired to ited.

Letters should be directed to Howe's Sewing Machines.

No. 457 Broadway, N. Y.

A few more only of EDGE'S PRIZE FIREWORKS can be furnished from their depot, corner of Maiden lane and Broadway. Parties postponing their orders may be disappointed; therefore call early.

TOLMAN'S SELF-VENTILATING SPRING-BED The only self-vertifiating bed in existence, and the most healthy, comfortable and economical bad ever used: combination of springs and hair mattrees, with valves inserted for ventilation; has all the comforts of feather-beds, without their disadvantages. No. 239 Canal-st., corner of Broadway.

METALLIC TABLET RAZOR STROP.—This inimitable article may be obtained of the sole manufacturers, J. & S. Sauwsers, No. 7 Astor House, and of the various agents throughout the cay.

# LAW INTELLIGENCE.

COURT OF COMMON PLEAS.—Second Tram-July t -

THE LOSS OF THE STRAMER AUSTRIA-SUIT BY PROP.

GLAUBENSKLEE, FOR LOSS OF BAGGAGE AND PASSAGE Theo. G. Gisubenskies agt. The Hambers and American Packet

Company.

The plaintiff is Prof. Glaubenskiee, who was a passenger on board the ill-fated steamer Austria, which was destroyed by fire at sea in September, 1858, on her voyage from Hamburg to New-York. He brings uit against the Company to recover the value of his

baggage and his passage money.

The complaint was served against the agent of the defendants in this city, and the answer was verified by the agent, who stated that he was one of the managing agents of the defendants: that the complaint was served upon him, and that he has charge of all the business of the defendants in the United

s, &c. The answer was returned because and did not set forth the grounds or knowledge of the belief on the subject of the enswer, and a motion was made for judgment on an affidavit that no answer had been

rerved.

The following is the opinion of the Court denying the

The following is the opinion of the Court denying the motion:

Brady, J.—When a corporation is a party, the verification of the releading may be made by any efficient thereof (Code, section 151), and the efficer making the verification is not required to state the grounds of his belief. His verification is that of the party. By section 134, a summons may be served upon the managing agent of a corporation, and this makes him an officer, for the purpose of the section, within the himselfection of the Code, the purpose of the section, within the large-lateition of the Court. In this case, the summons was served on the managing agent, and his verification must be regrared as that of the party. There is no other officer of the defendants within the jurisdiction of the Courts, there is no treason why he should not be treated as the party in all matters of form merely. I think the verification sufficient. Medicon denied, but without costs.

Williams agt. Carroll.—Stay refused.

Williams agt. Carroll.—Stay refused.

SUPREME COURT—CIRCUIT—JULY L.—Before Juriest GOULD.

COL. COLT SUED BY HIS AMANUENSIS.
Edward S. Boyd agt. Samuel Colt.

This was an action by the plaintiff to recover \$2,100 86 for services as private secretary, amanuensis and grammarism to the defendant during 1833—4 and for \$145 20 passagemoney house from London, where the services were performed. The answer desided that the plaintiff was in the defendant's service, as stated in the completin, and werer of that the allegation in regard to the selary was untrue; further, that plaintiff was impoved in a piso-factory of the defendant, in London, as an errol book keeper and clerk, at a salary of \$2.00 per ansum, and that he received this amount, and \$450 over, for which defendant asked helgment. Versict for plaintiff for \$2.273 03.

Everleth a Bissell for plaintiff; George D. Sargeaut for defendant.

IN CHAMBERS-July 1.—Before Justice ROOSEVELT.

Is CHAMBERS—July 1.—Before Justice ROOSEVELT,

THE POLICE CASES.

The People ex rel. Thomas Beatty agt. The Board of Police.

This morning the Justice directed the following order to be made in this case:

"A neturn having been made to the alternative mandamus issued in this case, and the relate having presented seven written objections to said return, and the same having been argued by the counsel for the respective parties, and doe deliberation having been thereopen had, and it appearing to the Court that the said objections are, in several particulars, well founded, ordered that the let, oh, 6th, 7th, 8th, 9th, 10th and 1th articles or branches of the said tetum be attacken out or quashed, and no amoundment consequent upon anch siterations being suggested by the respondents and the usual time for the relator to reply or demur having expired, it is mither ordered that such those be extended till the expiration of five days from the date of this order, with therty to either party, on two days notice, in case no piez or demurred to the neutral se modified should be interposed, to notice the mater for a hearing as a non-enumerated motion, to be heard and disposed of on the return as modified by this order.

DECISION.

ter fir a hearing as a non-numerated motion, to be heard and obspect of our lie return as modified by his order.

DECISION.

In re, the petition of the Indiana and Illinois Central Railroad Company for the removal of James Van Noatrand.—Order discharging and releasing trustee, &c., grantes.

The OLD SCHEUKER FRAUDS.

The New York and New-Haven Railroad Company agt. Robert.

Bohuyler and others.

In the matter of the motion for an injunction in pursuance of an order to show cause.

SUPPRELAND, J.—Having carefully examined the papers submitted in this matter, and duly considered the arguments of commel and the authorities cited, I shall merely state the conclusions at which I have arrived.

First: That in the case of the Mechanics' Bank agt. The New-York and New Haven Railroad Company, 3d Kernan, 600, the certificates of stock made and issued by Roberts Schulyder heyand the \$5,000,000 of capital stock limited and allowed by the charter were wold, whether in the hand so parties to whom they had been directly given or issued by Schulyler, or in the hands of bonaride transferres of such parties, and that no action against the Company could be maintained upon any of the certificates were not estitled to any legal remody or relief founded on such certificates were not estitled to any legal remody or relief founded on such certificates a valid; of on the theory that the heights thereof were stockholders, or han the stake of some

founced on such certificates as valid; of on the theory that the helps as thereof seems stockholders, or has the stable of stock being a the tent of the stable of stock Second. That this decision, to the extent of holding that this overfisson was absolutely void, even in the hands of a first take from Schwijer, without notice and in good faith, was not oversied or materially impaired or medicine, by the subsequent decision of the same Court in the case of Farmer's and Mec amins. Bank agt the Butchers' and Drovers' Bank (lith Now-York Bank), 120, because, independent of the point or question of nagatishitis, there was this read difference between the two cases, arising from a difference in the acts and the consequences of the aris (it held valid) of the efficiers or agents of the two defendant composations, as to which, and the effect and consequences of the aris (it held valid) of the efficiers or agents of the two defendant composations, as to which, he as another to be promitted to deny the sutherty of Schwijers to make and these or tificates of stock heyord the \$5,000,000 of capital stock, even for the purpose of compelling the defendant should not be defined at an extended of the teller in the two certificates of the teller in the house of a bone Ade holder, and a least of the stock of the teller in the house of a bone Ade holder, and should not be permitted to deny the truch of the fast certified by the false certificate of the teller in the house of a bone Ade holder, and should not be permitted to deny the truch of the fast certified by the false certificate of its effect, without involving any such estimation to the false certified to deny the truch of the fast certified by the feather certified to deny the truch of the fast certified by the feather certified to deny the truch of the fast certified by the feather certified to deny the truch of the fast certified by the feather of the defendant, Cross, to the composition to the false certified to deny the truch of the fast certified by the feather of the

Fourth. That this action having been brought, and thus ensuined by the Court of Appeals, for the cancellation of all such spurious certificates, the right of the plaintiff to restrain, by temperary injunction, any action or proceeding against the plaintiff to t

spurious certificates, the right of the plannil to restrain, by temperary injunction, any action or proceeding against the plaintiff tout ded upon any of such spurious certificates as genuine, foilows.

Fifth: The General Term of this Court having recently so held and decided, and on appeals by the plaintiff from several orders made at Special Term, dissolving the injunction which had been granted pendente lide, against the plaintiff from several orders made at Special Term, dissolving the injunction which had been granted pendente lide, against the plaintiff prior to the commencement of this action, on account of certificates of stock and of stock transfers, alleged in the complaint in this action to be spurious and to have been unsufferized, having made several orders restoring such original injunction, no other or further lighnetion, order is necessary or prepera to any of the defendants in this action, except those who had so commenced actions against the plaintiff prior to this action; and, therefore, the order to show cause must be discharged, and this motion denied as to all the defendants in this action who were included in the original injunction granted by Mr. Justice Clerke.

Sirth: As to the actions so commenced against the plaintiff in this action prior to the commencement of this action, having examined the pleadings in such actions, that are come to the considerations, that are considered and the proceeding in such actions were brought, conferred on the plaintiffs therein the right of stockholders, and that the plaintiff is the recent the right of stockholders, and that the plaintiff is the recent crouser, and are not certificates and transfers of stock mentioned in which such actions, were brought, conferred on the plaintiffs therein the right of stockholders, and that the plaintiff in this action, who thus commencement of this action, should be restrained from proceeding in such satisfacts and character pronounced by the Court of Appeals to be spurious and void.

Serenda Termination of this act

pleadings in the suits so commenced against the plaintiffs, and the answers of the plaintiffs in such suits to the complaint in this action.

Eighth: Having examined these papers with care, there some to the conclusion that neither the pleadings to such suits against the plaintiff, nor the answers of the plaintiffs in such suits to the complaint in this action, resting on the allegation in the complaint that the Directors and officers of the Company, from an examination of the books of the Company, and by other means stated in the complaint, had ascertained that such certificates were fraudal elective in the compaint, and ascertained that such certificates were fraudal elective in the compaint, and ascertained that such certificates were fraudal elective in the compaint, and are, in fact, of the class and description decided by the Court of Appeals to be void, in a unamer which would authorize me to refuse an injunction staying such suits against the plaintiff on this ground.

Even the more positive and certain allegations of the defendant, Cornelius Venderhit, in his souwer, that his shares for which he held certificates, and which had been transferred to him on the books of the Company, were remuine, and a portion of the capital stock of the Company, must be taken to be so far qualified by the very nature and circumstances of the coase as to be deemed to be formed and made either as a conclusion of law or on information and belief to be proceedings in actions in other Courts; an injunction to that effect operating, not upon such other Courts and formation and belief to the company in actions in other Courts; an injunction to that effect operating, not upon such other Courts, but upon the party in the action.

But as the action as to the defendant in this action who commenced such actions as to the defendant in this action who commenced to the action as to the capital in this action who commenced to the form of the Sautic (2 Rev. Sata, p. 18), see, 70), and severally in the pend sum next hereafter apocided; su

f \$15.600.

Tweefth: In case the plaintiff in this action shall neglect to recognize the same with due diligence, any of the definitions.